

Stop at

Pike's Peak

On your Way to or from the
Expositions



C. W. SELLS,



Pres't & Gen. Manager
Manitou, Colorado

Get on Pike's Peak and See How the World is Built

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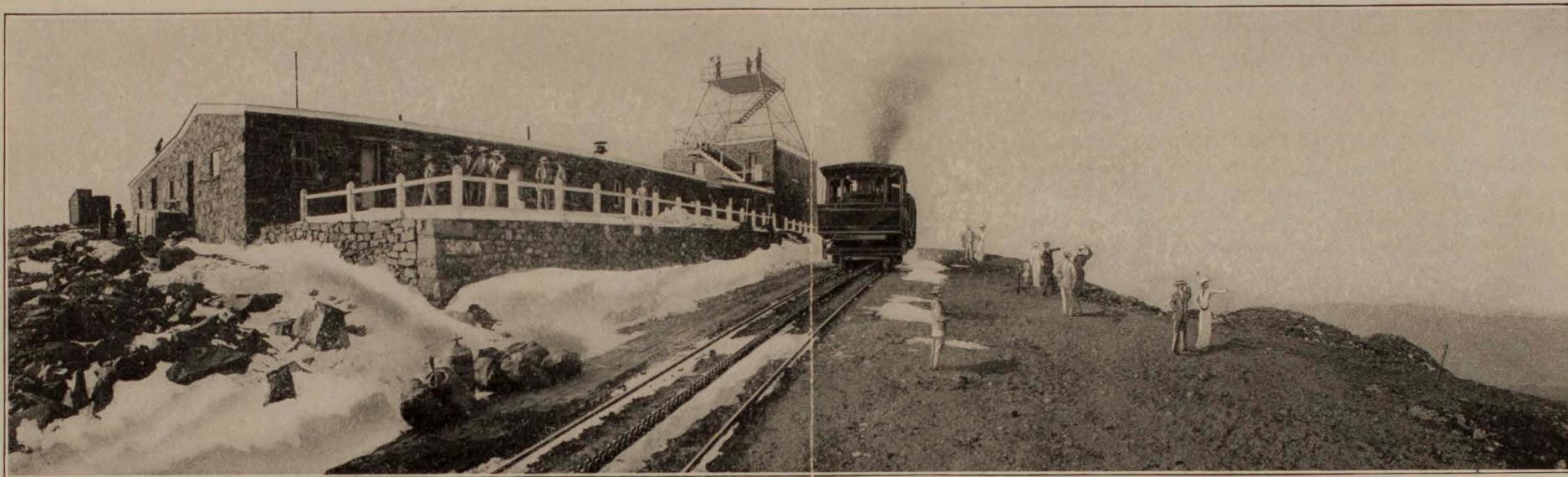


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Get on Pike's Peak and See How the World is Built



PIKE'S PEAK BY RAIL



SUMMIT HOUSE AND OBSERVATORY, PIKE'S PEAK

The Monument of the Continent

*"A Sentinel it stands
In rugged majesty"*

The Monument of the Continent! No term could be more fitting. Serene and bold it stood, a noble monument, throughout the myriad years that spanned the cycles of antiquity. Still grand and vigilant, its snow-crowned crest gave to the toiling pathfinders the first glad signal that there were limits to the dreary waste of plain. For the pioneers that followed, it served not only as a monumental landmark, but its name stood for all the vast country whose border it guarded—not only the known regions, but that greater stretch of awesome mountain mystery. And now, the swifter and more luxurious traveler, in his journeyings toward the setting sun, hails it first as he speeds across the plain, and—be it ever so familiar—gazes eagerly and with quickened pulses as the lessening distance expands its majesty and beauty to his view.

Pike's Peak is history—a strange and hushed romance. Oblivion veils its mystic past. No crumbling parchments hint its thrilling tales. Yet it is older, so scientists relate, than regions that are thus gazetted. Men lived and wrought and vanished in that long ago. The great white mountain watched it all, and locked the secret in its mighty breast.

Authentic lore of this monument of the continent dates from November 13, 1806, when Major Zebulon M. Pike, a gallant soldier and a daring adventurer, then heading a small exploring party of United States soldiers, sighted the mountain's whitened crest when many miles distant upon the plains. It cost him ten days' marching to reach its base; and, after vigorous attempts to scale it, Pike abandoned the project with the declaration that "No human being could ascend to its pinnacle." That was long ago. There have been many wonders since.

Beginning then, Pike's Peak saw busier times. The region passed through varying vicissitudes, and now an empire lies within the mountain's shade. Enormous riches crowd its depths and lurk about its base; the hum of industry is wafted on its breeze.

These are subjects that could well fill volumes. But it is Pike's Peak itself, its scenic attractions and its unique railway, that form the purpose of this sketch.

A Railroad Ride above the Clouds

Engleman's Glen is one of the beauty spots of earth. It is a place to lie supine and rest; to listen to the voices of the swaying pines and the music of a limpid, purling stream; to gaze on a world of color, to feast on Nature's grace; to breathe God's purest air and offer up a prayer of thankfulness to Him for all He has bestowed.

At the mouth of Engleman's Glen, close to the famous Ute Iron Spring, is the Manitou Station of the Cog Wheel Route. The electric road from Colorado Springs, through Manitou, terminates at the station platform. Here the start is made for the ride above the clouds.

At first the interest is centered in the novel train, but after the start the attention is quickly diverted to the surroundings. As the Glen narrows, its attractiveness expands. One of the steepest grades on the line is encountered soon after leaving the Manitou station. The glen soon merges into a cañon-like defile. The train hugs the left-hand wall, beneath dizzy, pine-clad heights. On the right is a yawning gulch, and the Ruxton churning and splashes



MANITOU STATION



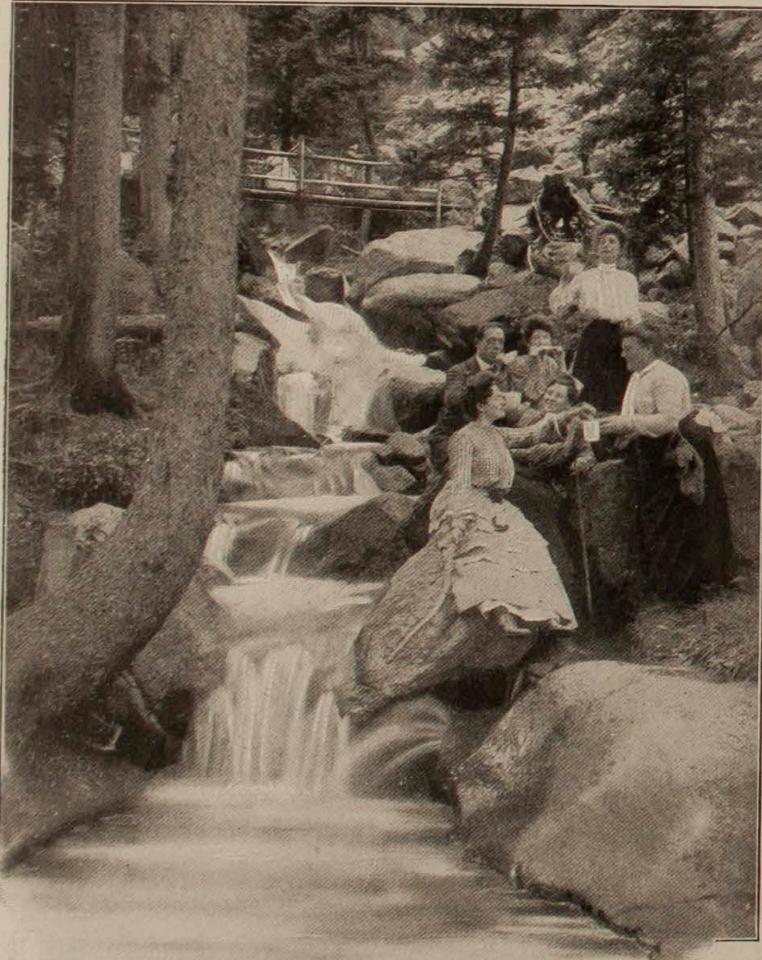
PIKE'S PEAK BY RAIL



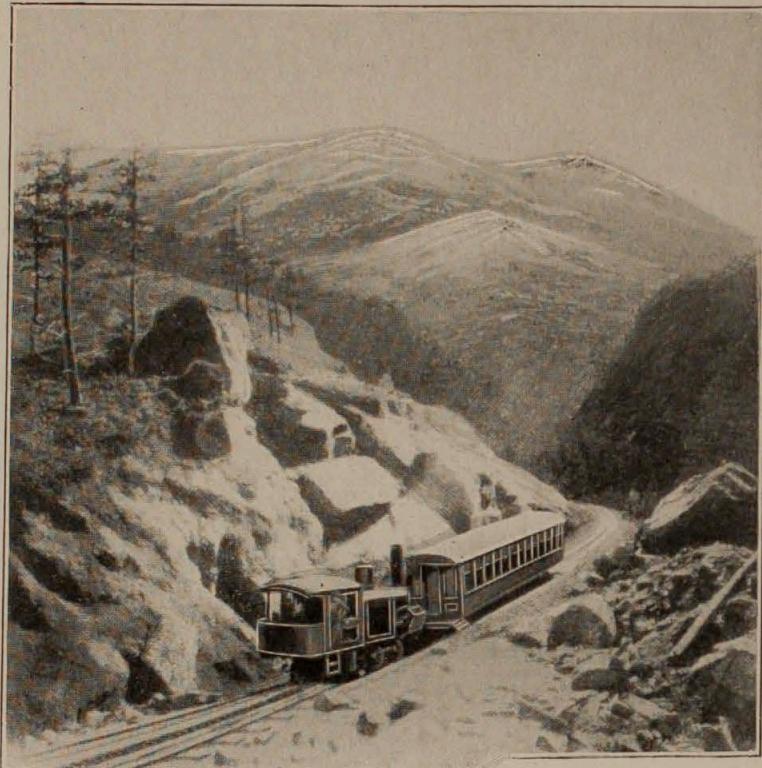
through a bed of giant boulders. At times the rivulet is hidden beneath a confused mass of rocks, big as houses; but farther along it reappears, foaming, clamoring, rioting. Anon little parks open up in the chasm, and quaint and striking pictures form.

Minnehaha is the first stop. A quaint hamlet of rustic cottages snuggled in a tiny park, it takes its name from Minnehaha Falls, whose foaming waters fill the air with melody. Next, through scenes of ever-changing beauty, the Half-Way House, which is far from half way to the summit, is reached. Here new interests are presented. The Half-Way House is a rustic mountain hotel surrounded by a grove of stately pines, and, towering above it, the pinnacled rocks of Hell Gate, through whose portals the train then passes on.

There are six stations on the line besides the terminals, and three water tanks—for the engine is a thirsty monster. At one of these may be strikingly seen the apparent phenomenon of water flowing uphill in an open trough. Another illusion that excites comment is in the grade. Every inch of the road is up; yet when approaching a moderate from a steeper grade, anyone would declare that the track ahead was a down grade.



A PICNIC PARTY
AT HALF-WAY HOUSE



PHANTOM CURVE

Quaint beauties, grotesque shapes and strange illusions fairly crowd the way. The conductor shows them all. Among the surprises is a printing office perched on the mountain side. Here a souvenir daily paper is issued with the news of Pike's Peak—the names of its visitors, illustrations, descriptions, etc.

The climb is unceasing. Ere long the scene expands. The verdured hills shrink back and leave the big bleak peak a towering monument. The trees desert the landscape, and groups of stunted aspens shiver in the breeze. Grand vistas open everywhere. A sense of awe transcends that of delight.

The scenes of near-by interest now are gone. Rocks, gaunt and jagged, only line the way. The train now gains in elevation rapidly. The air grows chill; windows must be shut and outer wrappings donned. Away below—itself high in the hills—is spread out like a mirror, the crystal, placid Lake Moraine, about whose shores tradition weaves some thrilling legendary tales. Thick billowy clouds—unless the day be strictly fair—float far below. In the early season, snow is everywhere and forms some strange effects. The opening of the road in the spring involves cutting through enormous depths of snow and ice. The locomotive labors sturdily and heroically on; and presently, and quite unexpectedly—ninety minutes from the time of starting—the train halts on the Summit; Colorado is spread below.

Sixty Thousand Square Miles of Earth

Fourteen thousand, one hundred and forty-seven feet above the sea! And yet—in the matter of scenic vantage points—altitude is not everything. There are higher peaks, even in the Rocky



PIKE'S PEAK BY RAIL



Mountain range; but there is no accessible elevation on earth that affords so extended a range of vision, or a view so varied and inspiring, as that from the summit of Pike's Peak. And the reason is simple. All other accessible mountains, of elevations approaching that of Pike's Peak, are in the midst of mountain chains; consequently, the views from their summits are uninterrupted by the surrounding heights. Standing isolated, at the very extremity of a grand spur of the Rockies, Pike's Peak guards both mountain and plain, and the view from its summit presents, in juxtaposition, diametrically opposite effects.

And that magnificent sweeping view! How futile is description! Here is sublimity; here is immensity incredible! There, to the west, stand a thousand towering peaks in spotless white—majestic, beautiful, awful. On the east a mighty ocean of plain, superb and placid, stretches infinite. The eye is strained, the senses dazed, in grasping the proportions of that stupendous sea. And the sun shines golden on its glimmering sands, while purple shadows wander here and there beneath the shifting clouds.

There are nearer things to view, but they must wait. Who has gazed from that sublime eyrie without emotions deep and

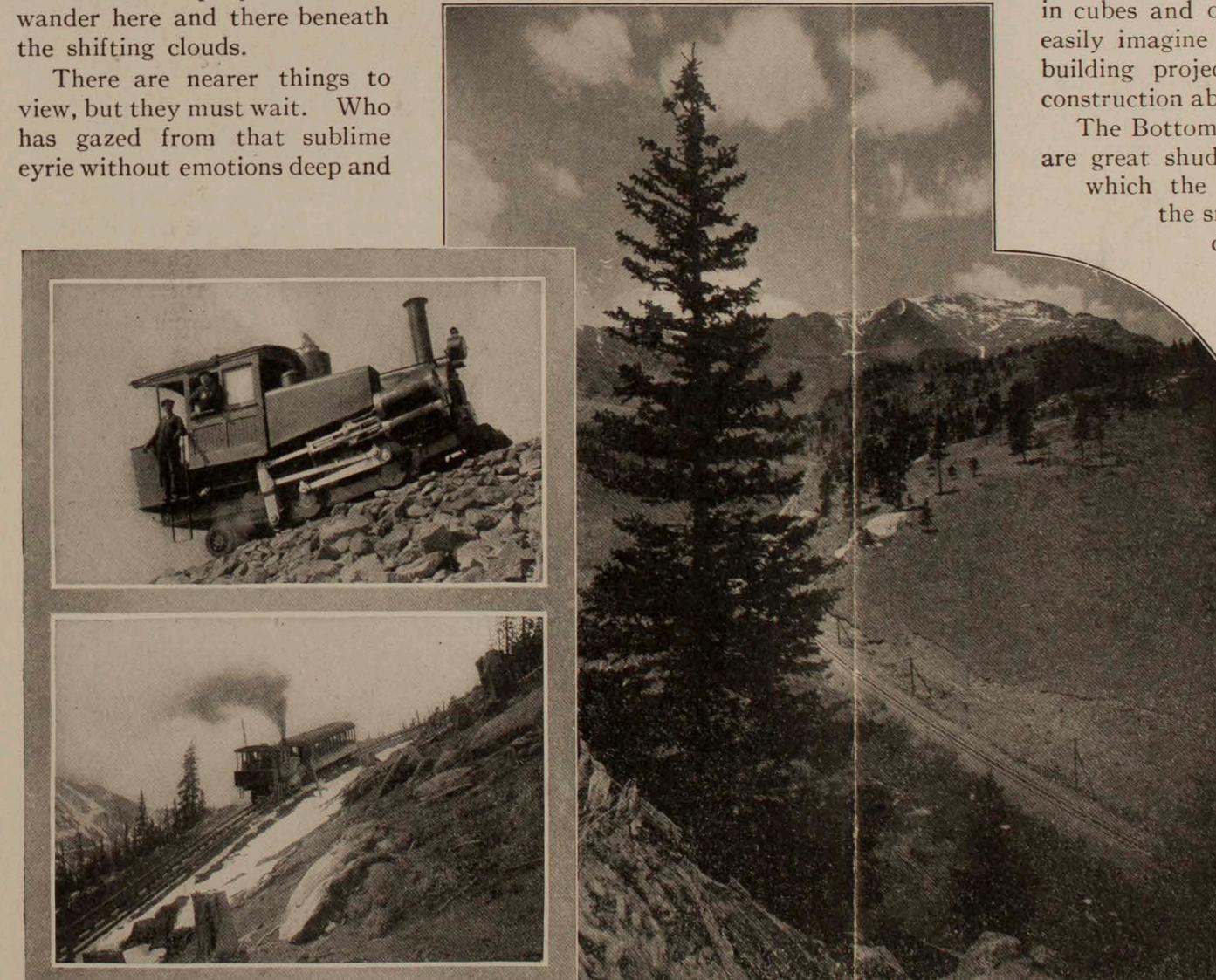
thrilling; and who has not borne away impressions strange and indefinable, but indelible as well? Here, where infinitude is so vividly portrayed, he who knows not reverence will bow his head.

Aroused at last from awesome contemplation, there are interests of the summit that must not be overlooked. Upon top of the new Summit Hotel is a steel tower and powerful field glasses through which the gorgeous landscape may be studied in detail. Eighty miles away to the north Denver can be recognized by the telescopic aid; to the south, Pueblo, the Pittsburg of the West, crowned by the smoke-clouds of its furnace fires; to the west Cripple Creek, Victor, Goldfield, Independence, and the dozen lesser towns of the busy Cripple Creek gold mining district. Manitou peeps out from its nest at the Eastern base of the mountain; and, beyond, Colorado Springs lies like a vast checker-board on the border of the plain. Colorado Springs is fourteen miles distant, as a bird would fly; yet so near does the glass bring it to the observer, that signs on the stores may be read.

The top of the peak comprises several level acres thickly strewn with big rocks that are principally in cubes and other rectangular shapes. One might easily imagine it to be the scene of some Titanic building project—the materials all assembled but construction abandoned.

The Bottomless Pit and the Abyss of Desolation are great shuddering rents in the mountain, into which the sun never finds its way, and where the snows of centuries lie in unconjectured depths.

Few men, comparatively, know the sensation of looking from a mountain top over thousands of miles of the earth's surface. To those who have realized this sensation it affords an indelible recollection; one of the cherished experiences of a lifetime. The Cog Wheel Route affords to many thousands an opportunity to gain this experience, an opportunity which otherwise they would never enjoy, if only those physical aristocrats who have superior development in limbs and lungs were permitted to mount above the clouds and stand "close to the sun in lonely lands." The Pike's Peak Railroad reduces all men to a level in ability to enjoy this pleasure. Without any physical exertion, without fatigue of any kind, anyone able to travel in a railway car can be lifted up to the





PIKE'S PEAK BY RAIL



strange region of clouds and storms, and for a few hours exist in the heart of eternal desolation.

To the commonplace man this trip is like living a chapter from one of Jules Verne's romances. He meets no antediluvian monsters, to be sure, but he visits scenes where these can easily be imagined. Whatever susceptibility to grand impressions, whatever poetic fancies the dullest mind may have, are sure to be aroused and exercised by this experience.

The barometer on the summit of Pike's Peak stands at about seventeen inches, and water boils at 184 degrees Fahrenheit. Is it wonderful that the human body and the human mind, in these new conditions, manifest new feelings?

The Summit Hotel

is a very substantial, commodious and comfortable building, and it furnishes entertainment for the many pilgrims that remain over night to view the glories of the sunrise. Within the hotel building is a Western Union office, the highest telegraph station in the world; also a lunch room and souvenir store.

Sunrise Excursions

which are run weekly in the latter part of the summer, have also become very popular, frequently the entire equipment being required to handle the crowds.

The Lighthouse of the Plains

From the steel observatory surmounting the hotel building a high power search light is operated. The path of its light may be seen from adjoining states and when its rays are projected along the highways or into the cities and villages of this region it is a reminder that Pike's Peak, the Sentinel of the Rockies, stands vigil over its own.

The Discovery and First Ascent of Pike's Peak

Pike's Peak is unrivaled among American mountains. It has a more prominent place in the story of the exploration and occupation of the Great West than any other name. Before the land west of the Missouri River was mapped, before the territories were bounded and named, Pike's Peak was adopted as the unofficial designation of this section of the country, and thousands of eager pioneers moving to the mysterious West, chose this mountain as their goal. Other Peaks of the Rockies are as high as Pike's Peak, but they rise with other mountains about them, and the views from their tops are not so wide and diversified, neither can they be looked up to from a plain spreading beyond the limit of vision.

It is fitting that this great mountain should bear the name of him who first described it to English-speaking people—Zebulon M. Pike. On November 13, 1806, Major Pike records that he saw a light-blue cloud, which he concluded to be a mountain, and in



his report he says: "When our small party arrived on the hill, they, with one accord, gave three cheers to the Mexican Mountains." On the 17th of November they "marched with an idea of arriving at the mountains, but at night found no visible difference in their appearance." After first sighting the mountain Pike traveled for ten days before arriving at its base, and on November 27th attempted the ascent accompanied by Doctor Robinson and Privates Miller and Brown. The temperature was below freezing, there was deep snow and the party was poorly clad. They reached the top of what we

now know as Cheyenne Mountain, and from there saw a discouraging prospect. Pike's observation is given thus: "The summit of the grand peak, which was entirely bare of vegetation and covered with snow, now appeared at the distance of fifteen or sixteen miles and as high again as what we had ascended, and would have taken a whole day's march to have arrived at its base, whence I believe no human being could have ascended to its pinnacle." Captain Pike probably had no idea that he immortalized himself when he looked upon the mountain which perpetuates his name. His pluck deserves this reward, even if he did not succeed in climbing where, to-day, thousands of excursionists go in luxury.

The Manitou & Pike's Peak Railway

The Manitou & Pike's Peak Railway (familiarly known as the Cog Wheel Route) was completed in the autumn of 1890. As an engineering achievement it is remarkable, and in many respects it is the most wonderful railway in the world. In general terms it is an Abt system cog road, though that conveys little idea of what it really is. There are similar roads in foreign countries, but they are all pygmies compared to the one whose head lies on the loftiest pinnacle of Pike's Peak and whose foot rests on the plain. The greatest of these stops short of 7,000 feet of altitude. The Manitou & Pike's Peak Railway climbs 14,109 feet above the sea, a far greater attainment of elevation—even considering the difference in the altitudes of lower terminals—than any of the others.

Coffee at the Summit Hotel 10 cents per cup



PIKE'S PEAK BY RAIL



Something About the Construction

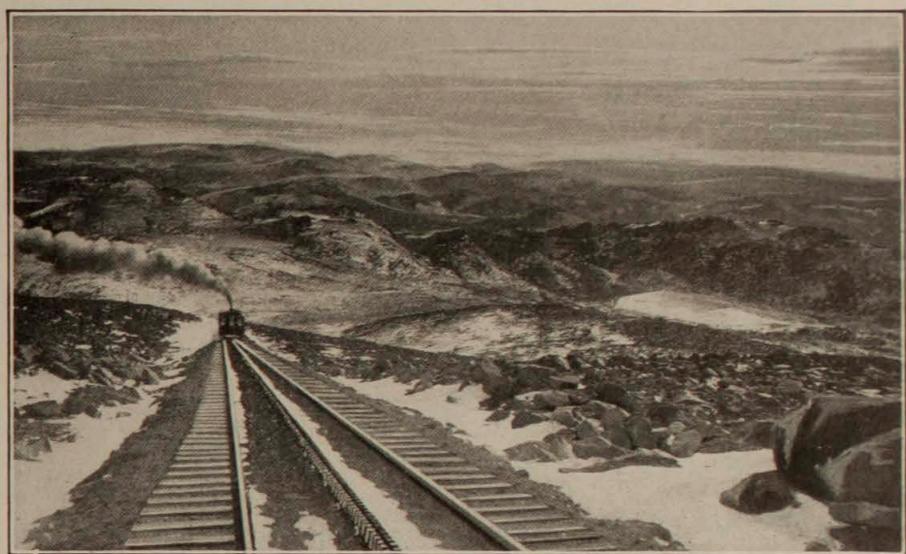
The traveler who now makes the ascent of Pike's Peak in comfort by its wonderful railway, does not appreciate the amount of study devoted to the difficult problem by the best engineers and mechanics or the perils and hardships attending the survey and construction of the road. Camping out, climbing over mountains covered with fallen timber and jagged rocks, the occasional intense cold, terrible snow storms, fearful winds and the difficulty of getting provisions, made this undertaking almost beyond conception.

The first project for building a railroad to Pike's Peak summit took form in 1884, when work was commenced and nearly eight miles graded for a line which was intended to reach that point by circuitous route thirty miles in length, with a five per cent. maximum gradient; but owing to insufficient financial support, occasioned by adverse opinions as to the ultimate success of the scheme, the work was abandoned.

The feasibility of the Manitou & Pike's Peak Railway, as now constructed, was conceived in 1888, and some preliminary surveys made that year. Grading was commenced in 1889, and the golden spike driven October 20th, 1890.

This railway differs in two respects from ordinary railroads: first, in the very heavy gradient, which, in a few feet less than nine miles, overcomes an elevation of 7,518 feet; second, the system of Abt rack rail used, which forms a continuous double ladder, into which the toothed wheels of the locomotive work.

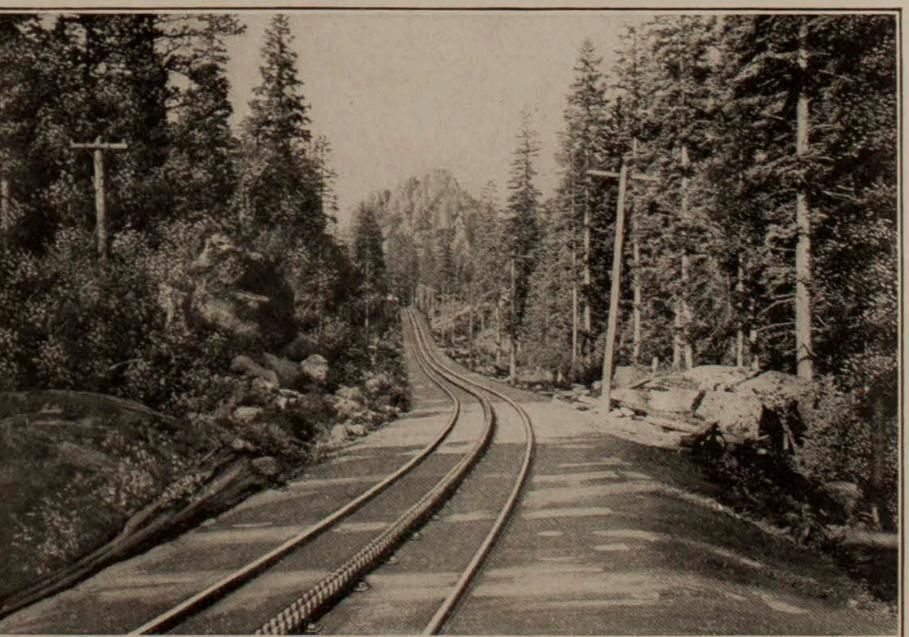
The roadbed, which is from fifteen to twenty-two feet in width, is most substantial, being cut from or built upon solid rock in many places. There is no trestle work whatever; the four short bridges on the line are of iron, resting on solid masonry. To prevent the moving or sliding of the track (which is within the dim shade of possibility) owing to its enormous weight and the effect of varying temperature upon iron and steel, 146 anchors are imbedded into the solid rock or masonry at distances of from 200 to 1,400 feet apart, according to the grade.



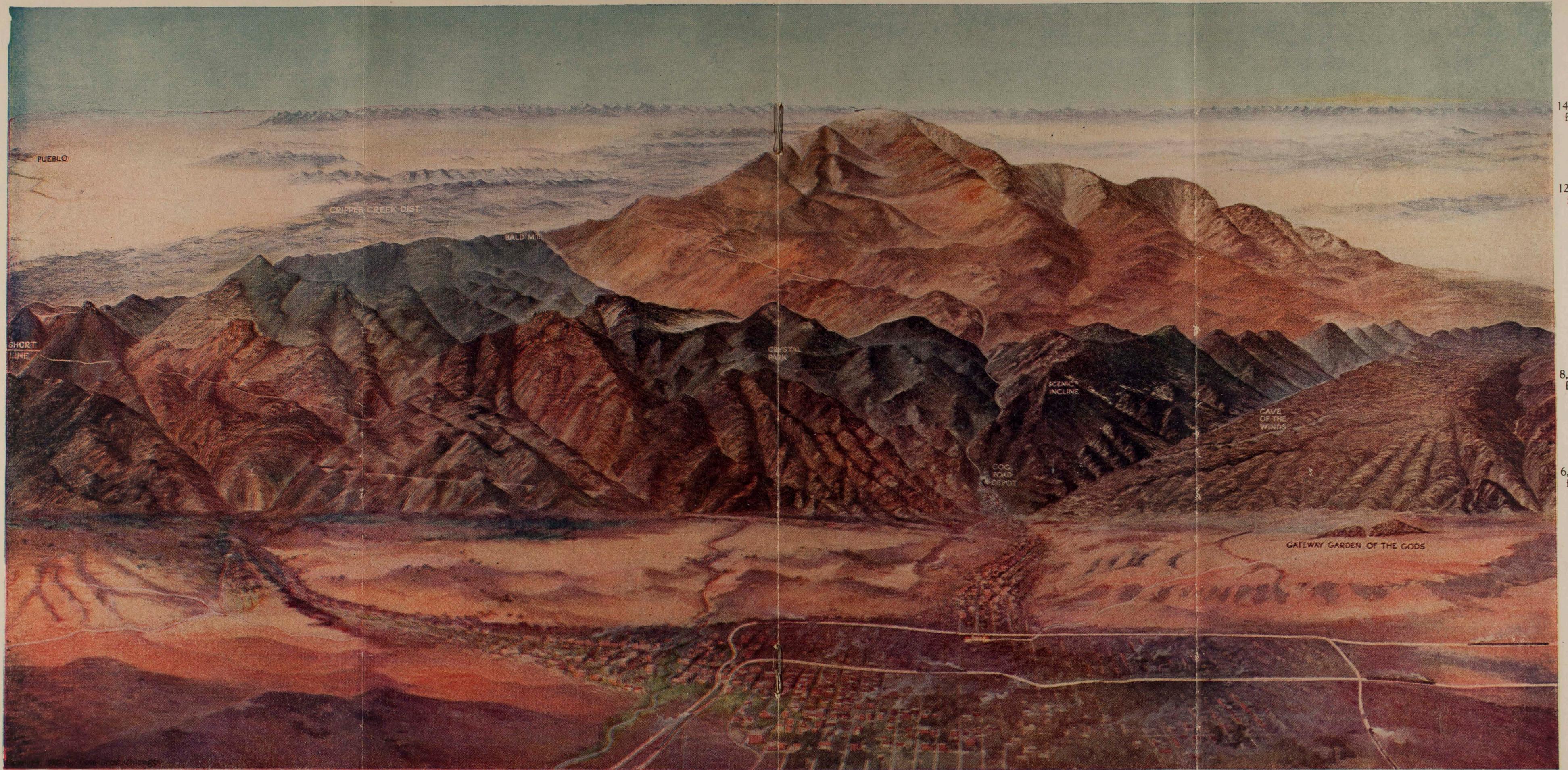
COG TRAIN ASCENDING PIKE'S PEAK

The common T (forty pounds per yard) are the ordinary rails used, and they are laid to standard gauge. The office of these rails is to carry the weight and guide the train, all the pushing force being exerted upon the rack rails. These rack rails are made from the best adapted Bessemer steel, the teeth having been cut from the solid piece by machines especially constructed for the purpose. They are 80 inches long and vary in weight from 21 to 31½ pounds per foot, the heaviest ones being used on the steepest grades. In the center of the track is the rack ladder, which is formed by two rack rails set 1½ inches apart, which are firmly held by four bolts (two in the center and one at either end), to three die-forged chairs, which in turn are securely fastened to the extra long and heavy ties. The rack rails are laid so as to break joints, and the teeth are also staggered, thus giving the two double wheels of the locomotives practically an even bearing at all times.

The exact length of road is 47,992 feet, and the average grade is 16 per cent., or 844.8 feet to the mile. The maximum grade is 25 per cent., and the sharpest curves are 16 degrees, or curve with a radius of 359 feet. The locomotives are an exciting novelty to anyone with an interest in machinery. These powerful mountain climbers are constructed with the utmost nicety of detail. The present equipment of the road consists of six locomotives and six passenger coaches. The locomotives, built by the Baldwin Locomotive Works of Philadelphia, are of the four-cylinder Vauclain compound pattern; the high and low pressure cylinders are 10 and 15 inches in diameter respectively, and 22-inch stroke. The steam pressure carried in the boiler is 200 pounds. Each engine is provided with two double steel cog wheels, through which the power is applied; extending from the sides of these wheels are four corrugated surfaces, upon which the powerful steam and hand brakes do their work. Any one of these brakes is sufficiently powerful to stop the locomotive and train. The steam cylinders are also fitted with the Le Chatlier water brake, and are utilized on the downward journey as air compressors to regulate the speed of the train.



NEAR HALF-WAY HOUSE



PIKE'S PEAK AND ROUTE OF THE FAMOUS "COG ROAD"

From this vantage point practically the entire state of Colorado may be seen. En route, and long before reaching the summit of this historical mountain, the scenery that has made many other side trips of this locality famous is spread out below you, and long after many other scenic attractions have blended or passed from your memory, this trip will remain as one of the satisfactory events of your travels.

14,109
feet

12,232
feet

8,500
feet

6,552
feet

PUEBLO

CRIPPS CREEK DIST.

Bald Mt.

SHORT LINE

CRYSTAL PARK

SCENIC INCLINE

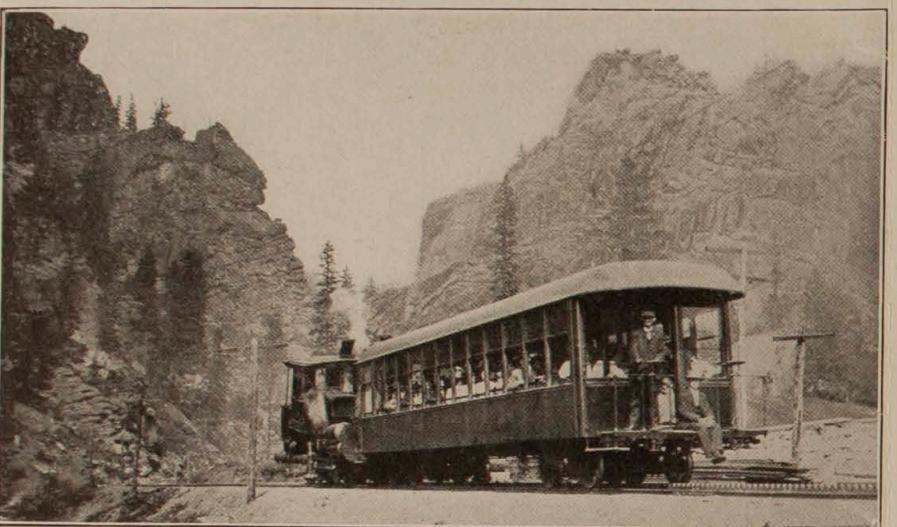
CAVE OF THE WINDS

GATEWAY GARDEN OF THE GODS

COG ROAD DEPOT



PIKE'S PEAK BY RAIL



"HELL GATE," COG ROAD

The coaches are luxurious and largely of glass, to facilitate observation; each has seating capacity for fifty persons, and the seats are so arranged that passengers will at all times have a level sitting.

Everything has been done to guarantee the absolute safety of passengers, and it will readily be seen that an abundance of brake power has been provided—enough, surely, to satisfy the most timid as to the efficacy of the system. The coaches precede the locomotives on the ascent—which is an advantage in the matter of observation—and follow them on the descent, thus being always protected by the latter. The two, however, are never coupled together, and the coaches are further provided with powerful individual brakes that operate through cogs on the rack rail. By this arrangement the coach can be stopped instantly and independently of the locomotive. "Safety" is the cynosure of the Manitou & Pike's Peak Railway. Safety—absolute, invincible!

A Glimpse of Manitou

A graceful vale encompassed by cathedral hills; pure, invigorating atmosphere swept from snowbound heights, perfumed with piney odors and tempered by a genial sun; clear, crystal waters rollicking in stony beds, and effervescent fountains sparkling and delicious, and offering health and life as well; delightful parks, romantic, winding paths; cool, arched nooks; a very world of scenic beauty crowded all about. Thousands traverse oceans to seek health and scenery in far distant climes. Of the former there is richer promise, and in the latter they can find more wondrous things right here.

Colorado has been appropriately named "The Playground of the Nation." Nature endowed her for the part, and for years the work of "fixing her up" to more perfectly fit the title has been going on quietly but steadily. Visitors can here find plenty at which to marvel—not only Nature's wonders, but the achievements of man—and they can find nothing of their previous imaginings more real than the wide-open opportunities for vacation delights.

Resorts are almost as thick in Colorado as mining camps. And they are all charming, each with its particular and peculiar charm. But in things mundane there must always be a superlative. First impressions are often best, and likewise first discoveries are frequently of the most value. Colorado's first born is still her pet and pride, and there is no true Coloradoan who does not speak with a caress the mystic syllables of "Manitou."

And of Colorado's jewels it was first, indeed. Before there was a Colorado—before there was a nation; before Columbus made his momentous voyage; before, perhaps, the coming of the Saviour—Manitou was known. It was the name of the deity of the American Indians—in the language of the Utes, "The Great Spirit" or "Great Healer;" for with the aborigines the idea of omnipotence and omnipresence was always associated with healing. It was for this reason, as their legends testify, that they gave the sacred name to the otherwise "Valley of the Healing Springs."

And, leaving remote antiquity out of the accounting, Manitou was conspicuously first. More than a hundred years ago Lieutenant Pike contributed to geography "The Great Snow Mountain," in whose guardian foothills the modern resort now nestles so cosily. If we, as a nation, cultivated patron saints, the brave Pike would certainly be canonized in Colorado. As it is, his memory adorns a lofty pedestal in Colorado hearts. Yet Pike not only never set foot on the mountain that bears his name, but he left no description of any exact spot upon which a man could now with certainty place his finger. It remained for George F. Ruxton, an adventurous Englishman, to do that. He explored the region in 1847—for what purpose other than the pleasures of discovery is not disclosed—and it is evident from his writings that in his own mind his most important find was Manitou, which he pictured with exactness and enthusiasm. What is now known as the "Manitou Spring"—the largest of the group, and even yet the greatest known soda spring in the world—was described and its location noted with accuracy; and according to his own story—though not in his exact language—the water was so good that he nearly drank himself to death. Ruxton wished to linger in this enchanting spot, but the Utes, though not particularly savage, resented his intrusion into their Holy of Holies, and he was obliged to move on.

A quarter century of sunny years rolled by. Then the, at that time, little narrow-gauge pioneer Denver & Rio Grande Railroad—pushed on by human genius and energy that is now recognized as foresight, but which then must have seemed the folly of courage—crept out from the frontier settlement of Denver and over that vast and voiceless country toward the Rio Grande. At the nearest railroad point to the spot that the Indians had taught the settlers to call "Manitou" was laid out the now beautiful and thriving city of Colorado Springs, named for the fountains that bubbled so busily in the Elysian valley at the foot of the Peak. Already a little settlement of whites, charmed from afar by the fame of the climate and waters, possessed the enchanting place, and with the close proximity of a railroad it blossomed immediately to the dignity of a resort—the only resort for a thousand miles around—and in its pioneer hotels were entertained many of the celebrities of the times—Grant, Sherman, Edwin Booth, Conkling, and other similar and lesser lights.

The *sine qua non* of a resort is of course climate—a climate not only germ proof and salubrious (for that can be found in the Desert of Sahara) but pleasant and invigorating to the senses, as well as beneficial to the physical being. That Manitou possesses this, in common with most of the mountain region, goes without saying. Yet even in this she claims superiority because of the range of hills that encircle her closely and protect her from the occasional severe winds that can truthfully be said to be the only material discomfort of the Colorado climate. And these encircling hills, encompassing the hamlet like an amphitheatre, form a sweeping view of scenic grandeur, that no globe trotter has ever yet claimed can anywhere be surpassed.



PIKE'S PEAK BY RAIL



And the springs—which really deserve first place, because all realms boast both climate and scenery—the waters of the springs, both in remedial efficacy and as a delightful beverage, are nowhere on this continent approached and nowhere in the wide world surpassed. There are many springs, in some of which soda predominates and in the others iron. All the waters are heavily gaseous, with a highly valuable percentage of lithia, and are cold, pungent and refreshing. They are bottled extensively by the most approved processes and shipped to all parts of the United States.

Climate, scenery, waters—here are enough to insure the success of a resort anywhere. But the list of Manitou's specialties is not half recited. Nowhere on earth is there grouped together such a variety of attractions, any one of which is elsewhere considered enough to warrant the establishment of a pretentious resort. In Europe many such thrive solely upon the merits of a railroad running up what we here would call a hill. All things are great or little by comparison. These European roads and the hills they surmount are insignificant only when compared to the great Cog railway that climbs from Manitou to the summit of the great Pike's Peak.

A cave is the nucleus and principal feature of more than one successful resort. Manitou has many caves—its Cave of the Winds being one of the most wonderful and highly developed in the world. They are not as large as Mammoth Cave, but they are more beautiful, more interesting and more instructive, abounding in all the wonders indigenous to caverns, from the giant stalactites and stalagmites to the most delicate alabaster and frost-like crystallizations. Easily accessible, easily traversed, electrically lighted, they are explored by many delighted thousands every year.

And old civilizations! A visit to Cliff Dwellers' Cañon makes one think of the Chaldeans and the Egyptians as upstart races. True, the wonders of Cliff Dwellers' Cañon have been transplanted from their pristine location in southwestern Colorado to Manitou



HALF-WAY HOUSE

But what of that? There is no attempt to deceive. They have been transplanted in their entirety; stone upon stone, a large part of the ruins are just as they lay for centuries, and the cañon in which they now look so much at home is a picturesque and typical location. Ancient skulls, beads, grain and baked bread, pottery, utensils and relics are there in profusion. Real Indians, too; and all without a gratuitous journey of a thousand miles.

The Garden of the Gods, crowded with Nature's wonders, lies partly within the town limits of Manitou. Near by, in a remarkably beautiful cañon known as Glen Eyrie, is the magnificent estate of the late General William J. Palmer, railroad and empire builder, whose place in the annals of Colorado is second only to that of the illustrious Pike.

Somewhat further removed—a trolley ride—is the beautiful South Cheyenne Cañon, the home of the Seven Falls, immortalized by Helen Hunt Jackson. Then there is the historic Ute Pass and its graceful Rainbow Falls just at Manitou's door. The Ute Pass forms the western outlet for the Colorado Midland Railway after it circles around three sides of Manitou. And Williams Cañon, Crystal Park, Ruxton Glen, etc., etc.—all are scenic poems tucked away out of the one grand sweep of Manitou's panoramic grandeur. Ruxton Creek, white and foaming with snow waters from the Peak, and La Fontaine qui Bouille (the Boiling Fountain) from the Ute Pass join forces within the hamlet and rush onward toward the sea. These streams are now bridged by about a dozen handsome stone arches—for Manitou is making strides in supplementing her natural beauties. Miles of concrete walks border her sinuous streets, shade trees are everywhere, and there is about the town a growing aspect of completeness that adds to its sightliness and restful charm.

Hotels there are in ample number—elegant and fashionable ones, as well as those that are inconspicuous, home-like and moderate in charges.

Manitou & Pike's Peak Railway TIME CARD

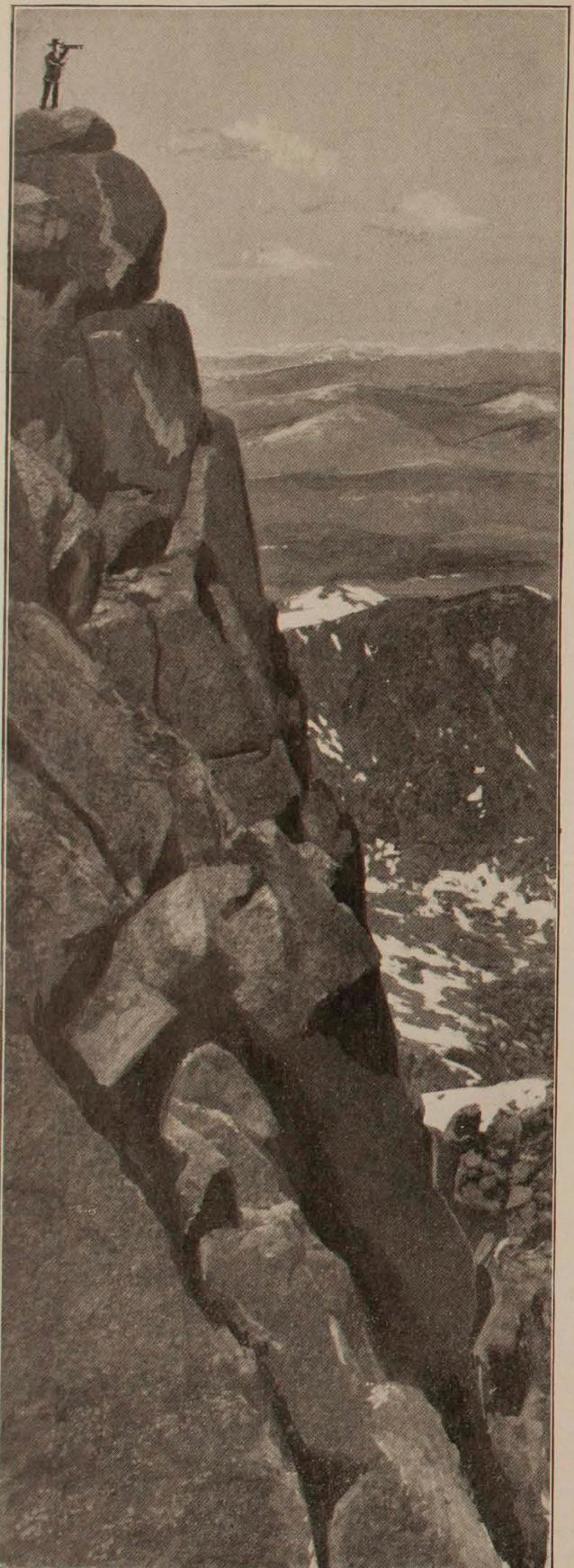
	Down Trains			STATIONS	Up Trains		
	13 Daily	11 Daily	Miles		Elev- ation	12 Daily	14 Daily
	pm	am		Summit	14,109	11.05	3.10
	3.50	11.45	0.00	1.77			
				Saddle House	12,502		
				0.48			
	4.09	12.04	2.25	Windy Point	12,232	10.42	2.47
				2.03			
	4.30	12.25	4.28	Mountain View	10,120	10.12	2.17
				0.58			
	4.43	12.38	6.27	Ruxton Park	9,705		
				1.41			
	4.51	12.46	7.06	Half-Way House	8,913	9.53	1.58
				0.79			
				Minnehaha	8,400	9.45	1.50
				0.68			
				Butterworth Flat	7,793		
				1.16			
	5.05	1.00	8.90	Manitou	6,562	9.25	1.30
	pm	pm			am	pm	

Subject to change without notice.

Inquire of Ticket Agents anywhere for Schedule of Sunrise Trains.



PIKE'S PEAK BY RAIL



Colorado Springs

Six miles from Manitou, upon an unbroken plateau, tipping imperceptibly toward the south—an ideal location—lies the city of Colorado Springs, which has fulfilled every hope of its founders. With a population of 40,000, it possesses more up-to-date urban advantages than any other community of its proportions in the West, at least. It is laid out with artistic exactness, with wide, smooth, naturally macadamized streets—some of them beautifully parked—and it maintains a public park system that is not surpassed by any city of double its population. Magnificent metropolitan buildings adorn its business streets, and in its residence districts are many truly palatial homes, for among its citizens is a good-sized colony of retired millionaires, who have picked it out from all the world. It has a superior school system, a university with a high reputation, beautiful churches, splendid fireproof hotels, a casino, theatres, etc. Its railroads are the Chicago, Rock Island & Pacific, the Atchison, Topeka & Santa Fe, the Missouri Pacific, the Denver & Rio Grande, the Colorado Midland, the Colorado & Southern and the Cripple Creek Short Line. A splendid electric-car system connects it with Manitou, the Cog Road to Pike's Peak and surrounding places of interest.

Midway between Manitou and Colorado Springs is Colorado City, a thriving industrial center. Here was the first settlement in Colorado, and an ancient cabin, in which the first territorial legislature assembled, is preserved and shown to tourists.

Denver

Eighty miles north of Manitou, is the metropolis of the inter-mountain region—a rich, beautiful and busy city of 215,000 people. The trip from Denver to the Summit of Pike's Peak and return to Denver can be made easily and comfortably in one day. Any ticket agent will give directions.

Points of Interest on the Cog Wheel Route

Engelmann's Cañon.	Frog Rock.	Ben Butler.	T D A. COCKERELL, Sept. 18, 1903. Revised by E. C. SCHNEIDER.
Mount Hiawatha.	Artist's Glen.	Mountain View.	
Shady Springs.	Cameron's Cone, 10,695 feet.	Mount Garfield, 10,817 feet.	
Woodland Park.	Shelter Falls.	Grecian Bend.	
Half-Way House.	Turtle Rock.	Glacial Moraine.	
Hell Gate.	Punch.	Lake Moraine.	
Manitou Mountain.	Minnehaha Falls.	Inspiration Point.	
Gog and Magog.	Lizard Rock.	Timber Line.	
Lone Fisherman.	Pinnacle Rocks.	Seven Lakes.	
Echo Falls.	Devil's Slide.	Windy Point.	
Echo Rocks.	Grand View Rock.	The Saddle.	
Grand Pass.	Ruxton Park.	Cripple Creek and Bull Hill.	
Natural Creek Tunnel.	Bald Mountain.	The Crater.	
Hanging Rock.	Sheep Mountain.	Old U. S. Signal Station.	
Plum Pudding.	Aspen Park.		
	And many other interesting points.		

How to Reach the Cog Wheel Road

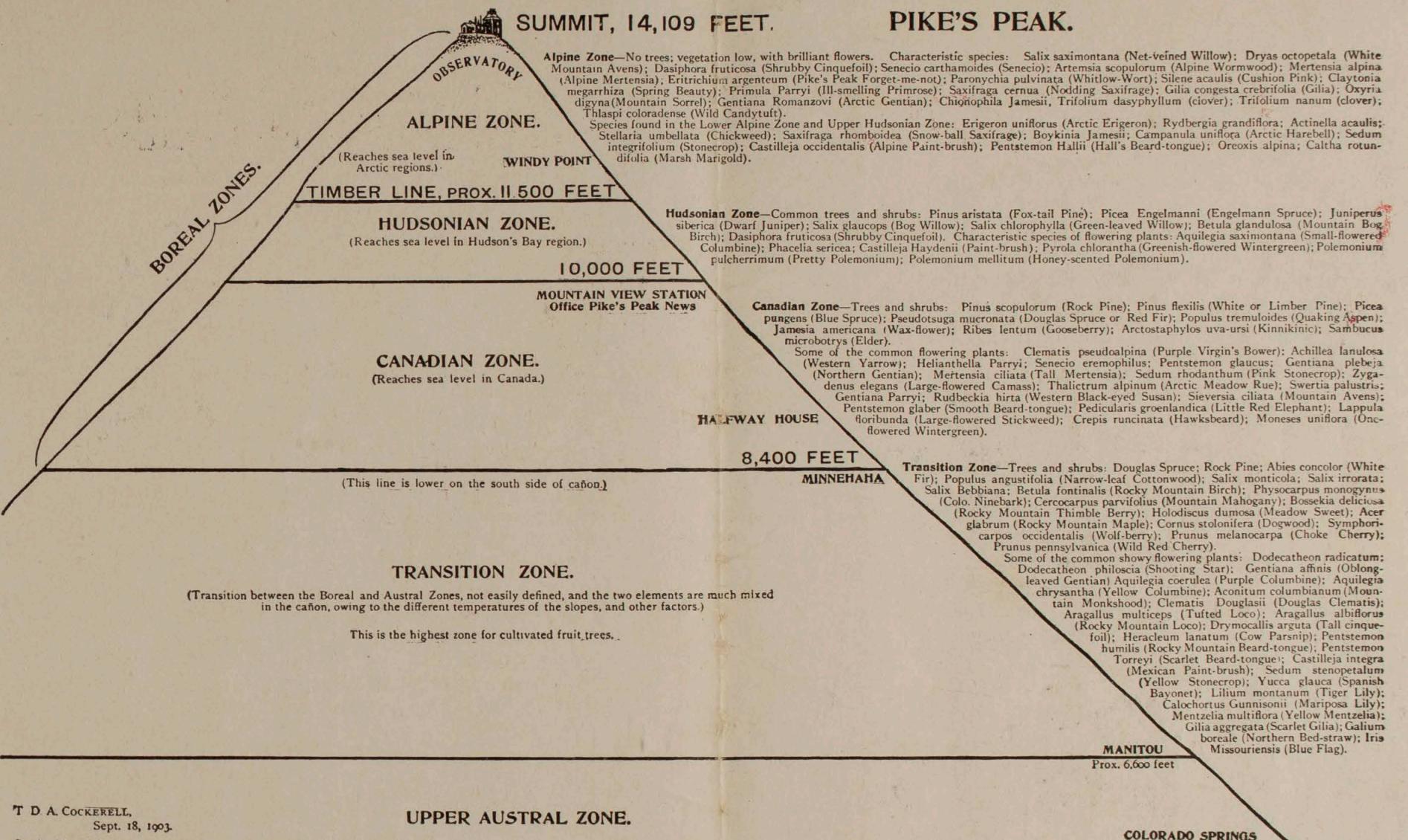
The Manitou terminus of the Cog Wheel Road is situated at the terminus of the Manitou Electric Street Car Line, near the famous Ute Iron Spring, and is within easy walking distance of any part of the village of Manitou.

Our connections are: The Atchison, Topeka & Santa Fe; Chicago, Burlington & Quincy; Colorado Midland; Colorado & Southern; Chicago, Rock Island & Pacific; Denver & Rio Grande; Missouri Pacific, and Union Pacific railroads. Our station can be reached from Denver or Pueblo over the Atchison, Topeka & Santa Fe, Colorado & Southern, Denver & Rio Grande, and street car lines from Colorado Springs. All principal ticket agents are provided with tickets over the Pike's Peak Railway, and can give full information regarding it. The round trip can easily be made from Denver or Pueblo in one day, and from Manitou in four hours.

A tour of Colorado is incomplete unless there is included in it a trip to Pike's Peak.



PIKE'S PEAK BY RAIL



	FEET.
Pike's Peak (M. & P. P. Ry.)	14,109
Saddle House	12,502
Windy Point	12,233
Timber Line	11,578
Mountain View	9,705
Half-Way House	8,913
Minnehaha	8,400
Manitou	6,552
Mt. Washington, N. H. (Mt. W. R. R.)	6,293
Mt. Tamalpais, Cal.	2,604
Mt. Lowe, Cal.	6,000
Rigi, Switzerland (Arth. Rigi R. R.)	5,832
Pilatus, Switzerland (Pilatus R. R.)	6,963
Jung Frau, Switzerland	13,667
Denver, Colo.	5,314
Colorado Springs, Colo.	5,915
Pueblo, Colo.	4,400
Cripple Creek, Colo.	9,490
Summit (Pike's Peak)	1.77
Saddle House	2.25
Windy Point	2.87
Timber Line	4.86
Mountain View	6.27
Half-Way House	7.06
Minnehaha	8.90
Manitou	13.90
Colorado Springs (via connecting lines)	50.50
Pueblo	90.40
Denver	90.40

Distances on Manitou & Pike's Peak Railway

	MILES.
Summit (Pike's Peak)	2.25
Saddle House	2.87
Windy Point	4.86
Timber Line	6.27
Mountain View	7.06
Half-Way House	8.90
Minnehaha	13.90
Manitou	50.50
Colorado Springs (via connecting lines)	90.40
Pueblo	90.40
Denver	90.40